

Federal Transportation Reauthorization Principles Plus

The CMA adopted the California Consensus principles for reauthorization in July 2008. ACTIA adopted the Consensus principles with additional detail on specific points in December 2008. The following elaboration on the California Consensus principles is suggested, to be consistent with ACTIA:

- **Support methods to increase the gas tax and alternative methods of financing.** As the primary source of funding for surface transportation, the gas tax needs to be modified to allow for increases over time. Without the ability to increase the gas tax purchasing power, and in the absence of other funding methods, transportation funding will continue to decline. Alternative methods of financing such as high-occupancy toll lanes, public-private partnerships, and other user-based-type fees are important elements to continue critical investments in our core transportation infrastructure and should be allowed, provided they protect the public investment.
- **Support rewarding states that provide significant funding into the transportation systems.** California is considered a "Self-Help" state, one that raises funds both locally and statewide to fund local, state and federal transportation projects. Over time, federal funds have provided a smaller share of the overall funding need in California. Each year, the Bay Area taxpayers alone provide almost \$1 billion in local funds to support the transportation system, and California as a whole provides billions of dollars into transportation to support one of the top ten highest producing economies in the world. The infusion of \$20 billion for transportation bonds approved by voters in 2006 is on top of this amount. This effort must be acknowledged and rewarded by providing priority funding for California's projects, bonus federal matching funds or simple increases in overall funding commensurate with the state's investment.
- **Increase funding and flexibility of transit investments.** This effort directly addresses the need to shift a portion of trips away from auto use to address climate change and to reduce congestion. With increasing population projections and future improvements in the economy, it becomes ever more important to protect, enhance and make our transportation systems more efficient, providing effective choices for commuters.
 - Support federal transit funding to assist in completion of large transit projects in Alameda County.
 - Support increasing, combining and integrating federal funding programs for seniors and disabled, and ensure flexibility of these programs to address the dramatically increasing senior population in Alameda County and the country.
 - Support transit safety and security programs through homeland security that are not at the expense of existing transit funding, but rather augment transit funding.
 - Support clarification of current laws that would allow transit to provide school related services as well as services supporting senior transit mobility.
 - Support climate change legislation that expands transit services and connections to transit services. To achieve necessary increases in public transit ridership to address CO2 emissions from the transportation field, legislation should support funding that augments transit funding and does not replace it.
- **Increase funding for non-motorized transportation.** This effort recognizes the tremendous capacity of walking and biking, particularly for access to transit and specialized educational programs that shift uses in transportation modes, reducing vehicle miles traveled and emissions from cold starts of autos for short trips.
- **Support climate change legislation that expands transit services and supports safe, efficient and clear connections to transit services.** In Alameda County, 39% of people live within one mile of BART, and even higher numbers are located within a mile of a bus line. This proximity creates opportunity to transition trips to transit.